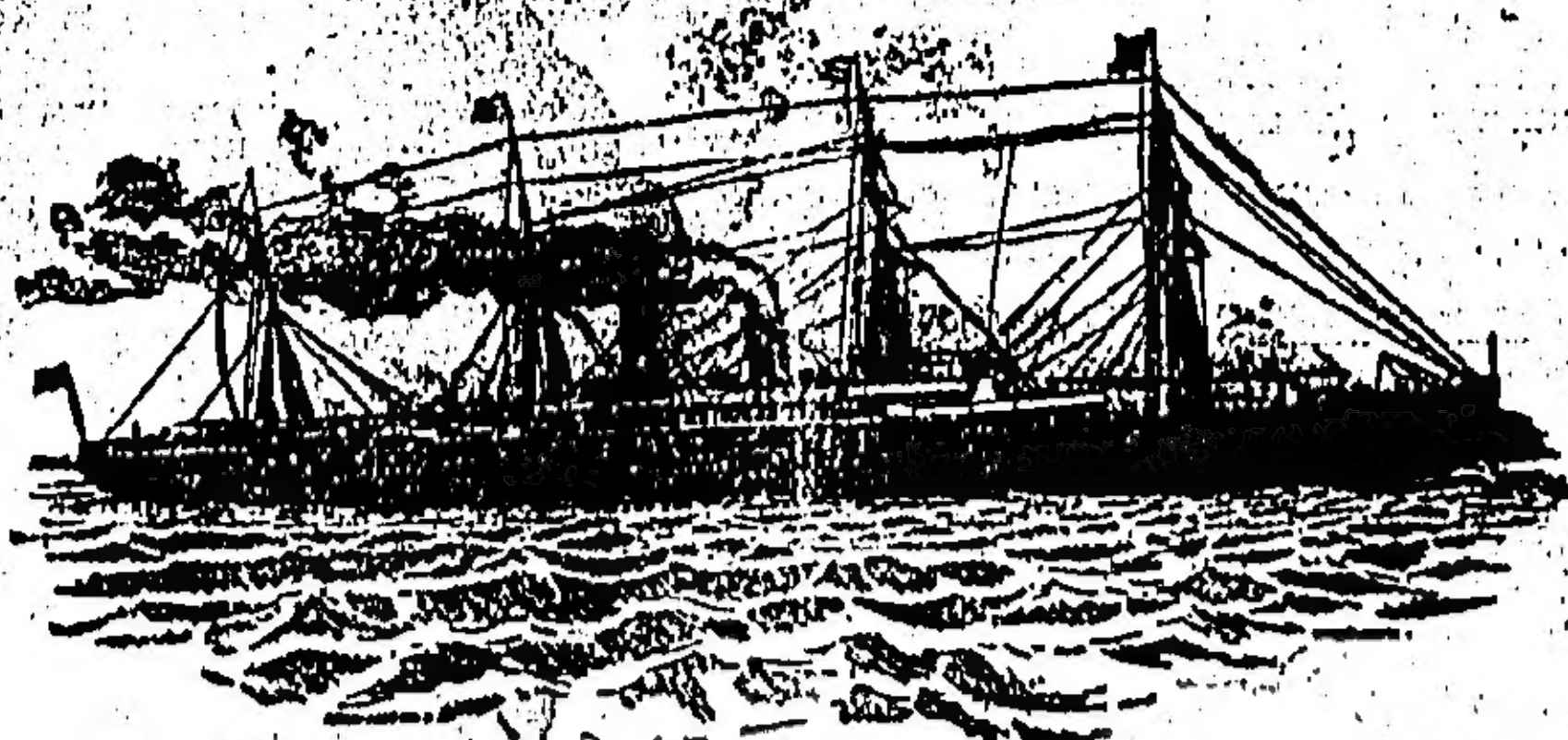


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 9th July, at Noon.
"SIBERIA".....	11,284 ".....	THURSDAY, 21st July, at Noon.
"COPPO".....	4,352 ".....	TUESDAY, 2nd August, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 13th August, at Noon.
"GALLIC".....	4,205 ".....	TUESDAY, 23rd August, at Noon.
"MONGOLIA".....	13,639 ".....	SATURDAY, 3rd September, at Noon.
"CHINA".....	5,060 ".....	THURSDAY, 15th September, at Noon.
"AMERICA MARU".....	6,300 ".....	".....

Record Trip Yokohama to San Francisco made by "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & C. Steamship "DORIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

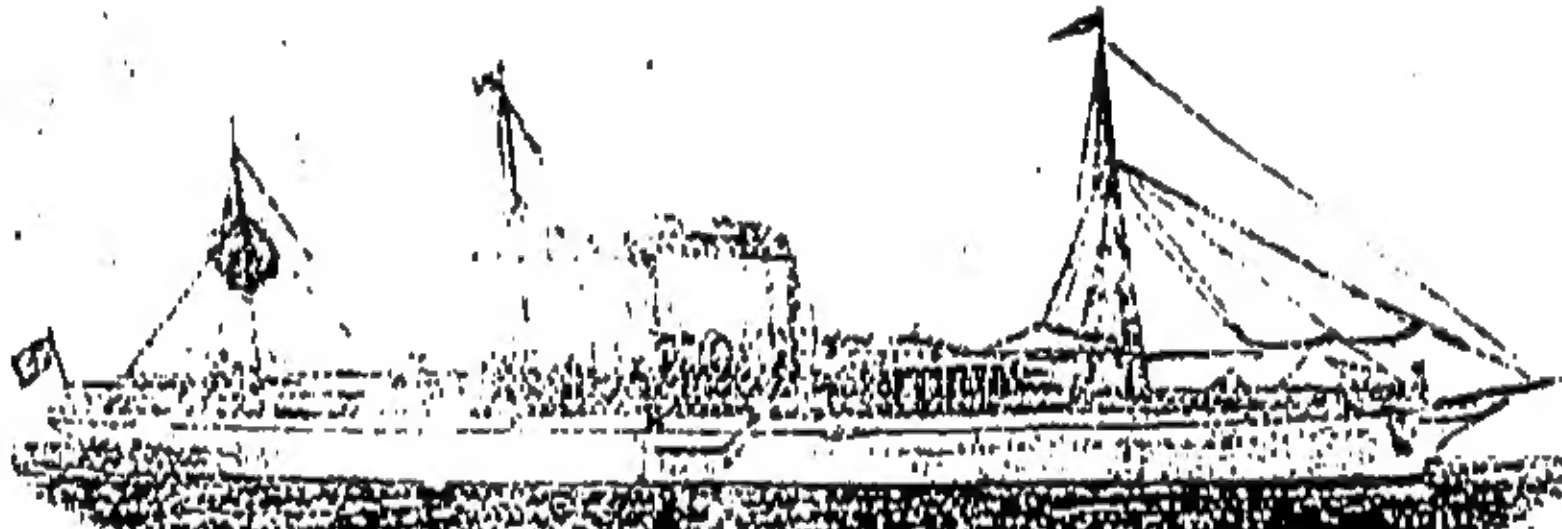
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 1st July, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 13th July.
"ATHENIAN".....	2,440 ".....	WEDNESDAY, 20th July.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 3rd August.
"TARTAR".....	4,425 ".....	WEDNESDAY, 10th August.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 24th August.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail.....£40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NURNBERG.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANGI).	6th July. } Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at SINGAPORE, PENANGI and COLOMBO).	26th July. } Freight.
BADENIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE, PENANGI and COLOMBO).	10th August. } Freight.
BAMBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE, PENANGI and COLOMBO).	25th August. } Freight.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE, PENANGI and COLOMBO).	5th Sept. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th June, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VOUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,363 tons.....	Captain R. D. Thomas.
"POWAN,".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN,".....	2,260 ".....	W. A. Valentine.
"HANKOW,".....	3,073 ".....	B. Branch.
"KINSHAN,".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....	1,998 tons.....	Captain H. D. Jones.
------------------------	-----------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	2,19 tons.....	Captain T. Hamlin.
-----------------------	----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....	588 tons.....	Captain J. Wilcox.
"NANNING,".....	569 ".....	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

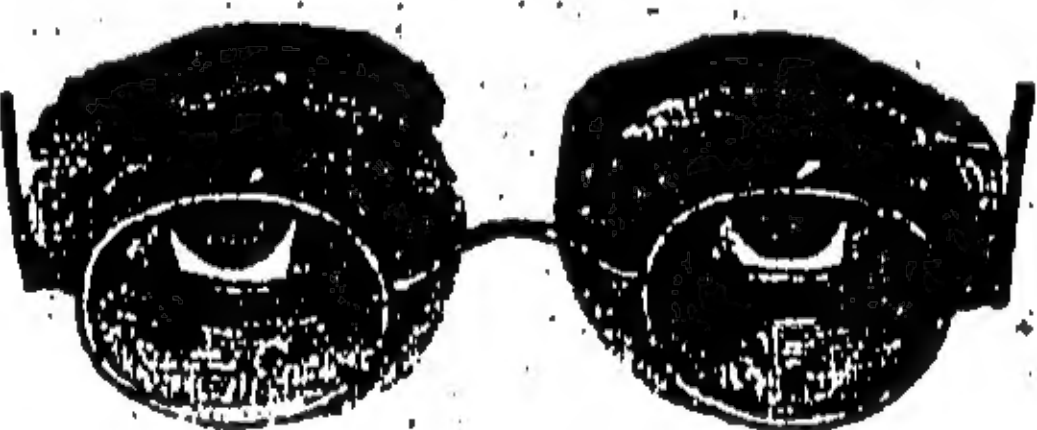
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED; FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

RASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best. "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

50) Hongkong, 1st June, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VOUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAFTING GENUINE
COMPOSITION RED PAINT.

BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTO
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREOSOTE
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REPAIRS
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

785

ESPECIAL OLD TOM GIN.

Marshall and
Elvy's

DOUBLY DISTILLED
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904.

608

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following Vessel during her
stay in Hongkong Harbour:

ANAPA, British steamer, Capt. J. M. Williamson,
Shewan, Tomes & Co., Agents.

Hongkong, 15th December, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and
SPIRITS direct from the Growers in France, we are in a position to supply these
requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bots. Bordeaux
3 " " Beaujolais (Burgundy).
3 " " Via Rose
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	42 " " "
Brut Impérial	50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at \$13.50 per case of 1 dozen quarts.

Black and White, at 17.50 " "

Royal Household, at 20.50 " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced
that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

[707]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING
and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[1] Hongkong, 12nd September, 1903.

784

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 14
Ice-House Road.

Now in a position, in his New and Com-
modious Premises, to eclipse, as hitherto,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 12nd September, 1903.

[784]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

[784]

GO TO THE

KOWLOON HOTEL,

W. W. OSBORNE,
Proprietor and Manager.

13) Hongkong, 1st November, 1902.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[657]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).

Electric Passenger Elevator to each Floor.
Table D'Hotel at Separate Tables.

For Terms, &

Announcements.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case	Per Case
	1 doz. Btl.	1 doz. Btl.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CARNET	33.00	—
CHATEAU LAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

TELEPHONE NO. 110.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 3th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.
Contract for New Tonnage on reasonable terms
with First-class Builders.
A large stock of Canadian Asbestos and
Asbestolite goods kept.
Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: Telephone:—No. 358.
MARINEWORK.
Hongkong, 3rd May, 1904.

NOTICE.

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per mensem, proportional.
The daily issue is delivered free when the address is
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additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 1st inst., at "Belvoir," No. 165,
Wanchai Road, the wife of PATRICK H.
MURRAY, of a daughter.

DEATHS.

On the 26th June, at Soochow, MARY
ISABELLA LAMBUTH, relict of the late Rev. J.
W. Lambuth, D.D., aged 72 years.
Madame Bottu at sa famille ont la douleur
de vous faire part de la perte qu'ils viennent
d'éprouver en la personne d'ALPHONSE
ROBERT CONRAD BOTTU, secrétaire du Conseil
d'Administration de la Concession Française,
décédé le 27 juin à 4 h. 30 du matin.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 2, 1904.

FRENCH SUBMARINES IN THE
EAST.

We published some days ago the news of
the arrival at Saigon of the submarines
Lynx and *Phox*, which have been sent out
by the French Minister for the Navy to
act as units in the defence of that port. The
wisdom of despatching this class of vessel
for service in the waters of Cochin-China is
being actively discussed by French Naval
experts; and their verdict is far from favour-
able to the decision of M. Pelletan, since
they consider that the submarine is useless
in the rivers, estuaries and along the coast of
the French colony, owing to the particular
conditions of those waters. At Saigon
great difficulty will be experienced in float-
ing the submarines, as no dock exists where
repairs can be made in comparatively clear
water. Besides, there is no place where they
can lay for repairs and the existing work-
shops are not provided with the necessary
machinery and material. Admitting that
these conditions may be fulfilled at a later
date, it is of interest to consider under
what conditions they could execute their
ordinary manœuvres or be used against
an enemy. All sailors who have navigated
in the Saigon river, or along the coast of
Cochin-China, have remarked the violence
of the current, the frequency of swift
eddies and the density and dark colour
of the water, which is little less than liquid
mud. Nor is this density and coloration
confined to the river itself, for it extends to
the numerous estuaries and also along the
coast for many miles, being particularly re-
markable during the season of the south-
west monsoon. It has been proposed to
establish a station for these submarines in
the bay at Cape St. James, which is virtually
at the entrance of the Saigon river, but,
unfortunately, the water here possesses, to
an almost similar degree, all the incon-
veniences of density and coloration that
exist in the river itself. It is easy to imagine
the enormous quantity of solid matter that
would enter the sea-cocks of a submarine
each time one of these small vessels plunged
below the surface. The liquid mud would
necessarily clog the valves, seriously com-
promising the manœuvres of the little craft
when plunging and rising again. The
exhaust pumps would also suffer, and it is
probable that quantities of solid matter
would fail to be evacuated from the tanks.
According to the French experts another,
and even more serious, danger exists, for
they state that, owing to the waters of the
Colony being exceedingly shallow, there is a
possibility of the submarine plunging into
the soft mud at the bottom and sticking
there, as this compound is of an exceedingly
viscous nature. The probable results of
such a catastrophe are too evidently horri-
ble to require further argument against the use
of the submarine in these waters.

LOCAL AND GENERAL.

A DESPATCH regarding Hongkong, Straits Set-
tlements, and Federated Malay States Police
prohibitions is printed in the Hongkong Gov-
ernment Gazette.

FIELD-MARSHAL Marquis Oyama leaves Tokio
on Wednesday next, with his Chief-of-Staff
Baron Kodama, to assume the supreme com-
mand in Manchuria.

CARLTON House, 10 Ice House Street, has
been opened as a family boarding house, and
the manager entertained a number of guests to
dinner there last evening.

THERE is to be a complete change of pro-
gramme at the Metropole Theatre this evening,
when the second of the popular weekly en-
tertainments, arranged by the proprietor, Mr.
Jas. Christie, will be given.

REUTER'S correspondent at Liaoyang reports
that several attaches are being allowed to go
south, including Colonel Waters and Major
Hume of the Second Gurkhas. Some of them
expect to join the Cossacks in contact with the
Japanese outposts to the north of Kinchau.

THERE were five cases of plague in the Colony
(all Chinese) during the twenty-four hours end-
ing at noon to-day, four of which proved fatal.
During the same period there was one fatal
case of cholera, also Chinese, which makes the
thirty-seventh case since the beginning of the
year.

Mr. A. R. C. BOTTU, one of the pioneer
Frenchmen of the Shanghai Settlement, has
passed away at the age of 49 years. Mr.
Bottu was for many years Secretary of the
French Municipal Council and Vice-Consul
for Portugal. He also acted as Portuguese
Consul-General for about a year during the
absence of Mr. Valdez.

THE dead body of Christian Muller, sub-man-
ager of the Rifle Factory at the Hanyang Iron
and Steel Works was found lying in a stagnant
pool at Hankow, on the 21st ult. How he
came to be in the water there is no evidence to
show, but circumstances point very significantly
to murder. The clothing had been ransacked,
the pockets being turned out and the contents
stolen.

WHEN the *Empress of India* left Shanghai for
America on Saturday she had on board no less
than twenty-five Chinese students who had
been selected by Viceroy Tsén, of the Two
Kwang to go abroad to study civil mining, and
railway engineering. Of this number, says the
N. C. D. News, fifteen students are to study in
the United States, and they go under the charge
of Mr. Chen, a Master of Arts of Yale Univer-
sity.

A NATIVE who left Harbin on the 16th ult. and
came south via Fengtien, Hsiamingtung and
Newchwang, says that with the object of pro-
tecting the railway east of Lake Balkal, the
Russians have put up notices in the railway
carriages that when a train is crossing a
bridge, all the windows of passenger cars are
to be kept tightly closed. Any violation of
this regulation will be punished by imprison-
ment for a term of three months or a fine of
three thousand roubles.

A DREDGER which the Mitsui firm ordered from
the Osaka Iron Works for the harbour reconstruc-
tion of Omura, in July last year, has now been
constructed and was tried at Osaka a few days
ago and proved a great success. She carries a
plant to dredge to a depth of 4 feet and has
power to raise and send through piping to a
distance of 3,000 feet about 600 tons of mud
per hour. The dredger is 140 feet in length,
29 feet in breadth, and 11 feet in depth, with a
draught of 5 ft. 6 in.

THE Orpheum Comedy Company which opened
at Shanghai on Monday, do not, according to
the *N. C. D. News*, profess to improve the
minds of their clients. All they want to see is
a pucker on the outside corners of the eye-
sockets, a forest of impacted palms, and a gleam
of local currency when the ghost walks on pay-
day. In this they not only achieve success;
they deserve it. There are plenty of per-
formers, all with the self-confidence and vim
characteristic of successful experience.

PROGRAMME of music to be performed by the
band of the 93rd Burma Infantry on the new
parade ground on Monday next, from 5 to 6.30
p.m.
March....."Roumaine".....Goudard
Overture....."Alcyon".....Auber
Selection....."An Artist's Model".....Widday Jones
Maurice....."La Comtesse".....Translator
Selection....."The Shop Girl".....Ivan Caryll
Valse....."The Chorists".....Phelps
God save the King.

THE King during his recent visit to Aldershot
showed great interest in the army reform
scheme. It is stated by an officer who was
present that this was the one theme of Royal
conversation, and that he showed great ac-
quaintance with the details of the scheme.
He asked Sir John French for information as to
the new army districts. The general impres-
sion left on those who were in intercourse with
the King during the visit to Aldershot was that
he was taking a very close and intelligent in-
terest in army affairs.

THE local Masonic lodge, says the *Chief*,
Daily News has been robbed of its silver em-
blems, of a value of ten to fifteen pounds ster-
ling. The loss was not discovered until the
last meeting, when, on opening a chest of
drawers where the articles have been kept,
they were found to be missing. Sixteen pieces
in all were stolen. The theft is supposed to
have been committed in the interim between
the last two meetings. The culprit left no
clue, and the matter was reported through con-
sular officials to the Tao-tai, as Chinese were
suspected. One native has been taken into
custody on suspicion of being implicated.

At a military race meeting at Aldershot, the
recently a particularly fiery-looking Major made
a frontal attack on one of the principal book-
makers, and demanded to know what was the
highest price to be had about the favourite.
"Two to one to you, Major."
"No, no! Really! Can't you make it 5 to 2?"
"Very sorry, Sir; but I cannot."
"Well then, I suppose I must accept the
best price I can get; I'll take you four to one
to two." Whereupon an irrelevant remark was
made, it is needless to say, was not the
Major's regiment—drew forth the largest
piece of bronze coinage in circulation in Great
Britain, and tendering it to the ringmaster,
"Yuss; and while ye're about it can put
down two browns to one."

NEVER SAY DIE.

AN INCIDENT ON THE CANTON RIVER.

No one has ever counted the "boat popula-
tion" of the vast Chinese city of Canton, but it
is believed that the people of the city who live
in boats number more than two hundred thou-
sand. As the Hongkong or Macao steamer
moves slowly upstream into the city, a stranger
on board finds it worth while to stand at the
rail and look. For the most part, no shore is
to be seen at all. The little one-storeyed, tile-
roofed houses mass themselves nearly down to
the water line, and on both sides of the stream,
house boats line the river, moored close to the
mud shores, or perhaps beached on them, their
sterns pointing toward the current, and the long
succession of stern decks forming a floating
side-walk, along which happy, dirty yellow
urchins with black, unkempt queues run and
sport, while they gnaw rice-cakes or bones.
These house boats are large enough to suggest
some degree of comfort. Their roofs are per-
haps ten feet above the water. But everywhere
up and down the river ply swarms of smaller
house boats—sampans—they are called—nothing
better than wide, flat canoes, with an arched
cover of bamboo and matting to shield from
spray, rain and sun the middle portion of the
boat, or, when drawn out like a telescope,
covering the whole boat.

You may take one of these sampans to get
ashore. They crowd around the steamer, their
occupants clutching her in any available manner
with long bamboo rods, hooked with iron, and
clamoring for passengers and luggage. Here
is one of the boat people. He puts your lug-
gage on the wabbling craft, and you step aboard,
clamber over the forward deck and down one
step into the well or hold, where you find
low benches fastened to the four sides for pas-
sengers. The roof is too low for you to stand
under. It is thus that these people earn their
meagre living.

On the rear deck stands the wife, steering
and helping to propel the boat by working back
and forth a long, elbowed scull pivoted to the
stern and playing in the water just aft. For-
ward the husband works a similar scull that
cuts the water in small arcs just midway of the
boatside. Close by you on one of the benches,
there are, perhaps, two babies, two and four
years old, oily and caked with dirt. They are
happier than pigs, for they are not pigs, but
little yellow human babies. If you look plea-
sant, they may say courteously, half to you and
half to themselves: "Seen shung," Sir, or
gentleman.

The sensations of a new-comer in this boat
are not quite agreeable. You cannot see be-
hind your boat at all. On all sides you hear
the dip of oars, and the raucous foreign cries of
crowded boatmen. The swell rocks your
clumsy shell, and other boats bump and scrape
along its blind sides. The channel is growing
narrow and there is not much room for boats
to pass each other between the masses of float-
ing homes on each side. Your interest in the
little pig-tailed boy on a boat near you who is
washing the family's supper fish in this foul
stream is hindered by the feeling that your own
boat may get upside down if you don't watch
and shift your weight. Altogether a bad place
to be in, if the boat turns over—a box with one
end open.

All this I write that my readers may be
able to picture what I am about to describe,
the experience of a plucky English missionary
who was nearly drowned under one of these
sampans. To speak more clearly, I now shift
to the first person.

A steam launch was anchored midway of the
river with a Chinese passenger boat lashed
alongside to be towed upstream. Two friends
of mine were to take this boat. My "boy"
hired a sampan, the luggage was piled on
board, we stepped on and were soon alongside
the passenger boat. The boatman tossed his
iron-hooked rope over the gunwale of the latter
and hauled up close. While we bargained for
passage [everything must be bargained for here],
the few spare minutes passed, and the owners of
the passenger boat, seeing their chance for a
larger fare, ordered the tug to start. My friends
just got aboard, and by the time my boatman
had set the baggage on the big boat, he found
his sampan being towed forward at a speed
somewhat exciting.

The tide was coming down against us like a
mill-race. There was not much time for
thought. I was seated under the mat roof in
the middle of the boat and my boy was in front
of me. From there I could not speak effective-
ly to the boatman, and before I could step for-
ward he had paid out the tow line ten feet or
more, so that the wash of the tide and the for-
ward tug of the rope were combined to depress
the prow of the sampan and to swing us around
to the left under the high sloping stern of the
big boat. The speed of our sampan was now
such that I saw we were in immediate danger
of striking the passenger boat and capsizing to
the right. But there was still greater danger in
loosening suddenly from the boat in front, and
just this thing was the boatman trying to do—
flipping the tow line to free the hook that grip-
ped the gunwale of the big boat. I can't talk
as fast as the thing was done. I had just got to
my feet when a coolie on the passenger boat
with kind intent, but with poor judgment, loos-
ed our hook and tossed the tow line overboard.
The stern of our sampan was already driving
fast around to the left. Instantly now the prow
jerked away to the right, and the sampan
reared and keeled till my feet slipped. For one
second I saw a silver edge of water, pause a
foot above the right gunwale. "Jump!" I
cried, and my boy darted forward. It was the
last I saw of the poor fellow alive, and well
nigh the last of me.

I was in the dark. Somehow, my feet were
down and my head up. I thrust up higher,
and found air but no light. Plainly I was
under the hole, or well, of the boat, which had
imprisoned a few gallons of air. But which
side was the open front and which the closed
rear? I had no way of telling.
I gripped the side frame of the boat and
looked out for the first time in grey light.
I was in a predicament. The boat was upside
down, and the water was all around me. There
was no light, no air, no way out.

It was shut up in the boat above and the bamboo
and matting roof below.

How much air did I have? Would it last
till somebody might right the boat? I took a
second breath. If the boat were righted—that
was by no means a certainty, for Chinese
do not readily interfere with other people's
business—if it were righted, would it fill and
sink, and the mat roof take me down, like
the rounded hollow of a man's hand pressed
down over a drowning fly?

I was, somehow, not frightened nor even
excited. The sudden rush of the danger had
knocked my head clear.

I gripped tightly the side frames and lowered
myself till my head was under water. Then I
stretched my eyes and looked. There below
to my left was a pile glimmer of light. I
lowered myself and thrust my feet through an
opening in the roof of the boat. Still lower,
my legs were clear to the hips. When my
hips cleared, I thought I could pass, so I
thrust backward with my arms and shot my
body out till I felt the sides of the hole grip my
chest and back. It was not a tight pressure.
I groped for something solid, caught the bam-
boo frame once more, and shoved hard. Out
I plunged, feet foremost, into the open water,
and the next second I rose and shook the
muddy drops from my eyes as a man might
rise and shake the grave dirt from him. So
free did I feel that I might have swum for an
hour unweary.

About twenty-five yards away there was a
sampan, its occupants somewhat interested in
looking on. Opposite was one of those low-
lying "slipper boats." I chose the latter as
easier to climb into. A score of strokes put
me alongside, a Chinese passenger reached me
a hand, and I climbed in.

Of course, the first thought was my boy.
By this time the Chinese crew of the foreign
customs life boat were launching. I joined
them and we righted the sampan, but my faint
hope that the boy might be found there and the
life still in him was vain. Later his body was
recovered down stream, and the poor fellow
still clutched my umbrella with which he had
plunged overboard.

But what do you think we did find? When
the boat was righted, there inside were three
Chinese babies, water-loaded and stiff. Poor
little wretches, I think they had been under
the boat for ten minutes! You will scarcely
believe me when I tell you that the life crew
shook the water from their little lungs, stirred
their hearts to beating again, and in fifteen
minutes had them breathing and alive. A
little air under a capsized boat is a good thing.
W.

AN ARCHITECTURAL MARVEL.

WESTMINSTER'S NEW CATHEDRAL.

Mr. Herbert Howard, describing, in the *Lon-
don Magazine*, the building of the new Roman
Catholic Cathedral at Westminster, says that
it will undoubtedly be ranked by the archi-
tectural historians of the future as one of the
greatest events of the century.

"To erect within the brief space of eight
years a cathedral rivaling, both in imposing
dimensions and in beauty of design, any of the
ancient ecclesiastical edifices of this country is
quite without parallel in the annals of recent
architecture."
St. Paul's Cathedral occupied thirty-five
years in building, and old St. Paul's nearly
two centuries. But the vast size of the new
Cathedral and the remarkable speed with
which it has been erected do not constitute
its most noteworthy feature.

"This lies rather in the fact that its archi-
tectural style is one not hitherto represented in
Great Britain by any notable example. Indeed,
it is the only really great Byzantine edifice
erected within recent years. In style, therefore,
though appearing foreign to English eyes, it is
a return to the earliest models of Christian
architecture, of which the now desecrated
church of St. Sophia, at Constantinople, is the
most remarkable existing example."

The interior of the Cathedral is to be decorat-
ed on a magnificent scale with marble, and
fresco, and mosaics.

AN ABBEY GHOST.

KIRKSTALL VISITED BY A WEIRD FIGURE.

It need scarcely occasion surprise that so
famous a ruin as that of Kirkstall Abbey, near
Leeds, has a ghost of its own. But no anti-
quarian or tourist has been first to tell the
news; that honour was reserved for a local rail-
way porter.

He was pacing the platform at midnight
when he noticed a spectral figure, clad ap-
parently in a long grey sheet, down which
streamed a long streak of red.

Shortly after the appearance of the mys-
terious figure, the signalman saw the porter
dashing frantically about; but the signalman
himself saw nothing of the ghost. Nor did the
porter that night find any further trace of it.

A passenger, however, alighting at the
station early in the morning, called the atten-
tion of the same porter to a weird figure
gesticulating from the roof of one of the
wooden sheds which lie behind the station
buildings.

Closely followed by the booking clerk, the
two ran towards the ghost, which was im-
mediately seen flitting towards the exact spot
where the porter had previously lost sight of
it. Here, for the second time, the apparition
disappeared.

On another night, strange as it may seem,
flitting around the station, and the neigh-
bourhood of the goods shed, and once again the
ghost appeared.

This time a party was formed with the ob-
ject of solving the mystery; but although each man
took a different direction, the search was fruitless.

Inhabitants of the neighbourhood are keeping
a sharp look out for the visitor in grey sheet,
and with red, but the ghost shows a disposition
to be elusive.

THE CHINA SQUADRON.

(From Our Naval Correspondent.)

Off North Saddle, June 24th.
We are anchored on the Flats off North
Saddles and are having a very slow time of it.
It has been raining every day and an occasional
fog slides up and wipes out everything, though,
truth to tell, there is little to please the eye in
our surroundings, for we have nothing but a few
small islands in sight.

MOVEMENTS OF THE SHIPS.

There is little of interest to tell you outside
of the movements of the different ships.

The *Alacrity* leaves Ningpo for Woosung on
the 26th. She will await the arrival of the
German mail and then go on to Weihaiwei.

The *Fearless* remains at Chemulpo. She
has taken on board some of the Marines that
were at Seoul, the British Legation guard
there having been reduced to twenty men.

The *Esperole* is to stay at Ching Wan Tao,
and the *Algerie* should have arrived at Hako-
date on the 22nd. She will leave there on the
28th and proceed north to patrol the seal
fisheries. The *Thetis* stays at Shanghai where
her captain will be the Senior Naval Officer.

The *Tweed* goes to Ichang, the *Teal* is at
Hankow, the *Phoenix* and *Retario* at Nankin
and the *Snipe* at Wuhu. The *Moorhen* is
proceeding to Nanning with Mr. Fox, British
Consul at Wu Chau. The *Rumblor* is at Amoy
and the *Waterwitch* in Sutan Bay. The
Andromeda is still at Weihaiwei.

A SERIOUS AFFAIR.

It is not often that grave breaches of dis-
cipline occur among the members of the crew;
indeed, such events are very rare and the
news that four men had been charged with
assaulting the commander of H.M.S. *Glory*
has caused some consternation throughout the
fleet. The charge is one of the most serious
that can be brought against a sailor, viz—
Striking a superior officer while in the execu-
tion of his duty. The preliminary inquiry has
been held, and two of the men in question
have been set down for court marshal and
are on board the *Vengeance* for safe custody.
No decision has as yet been given concerning
the other two, but it is expected that similar
steps will be taken with regard to them. I
will inform you later how matters go in this
affair.

A SPECIAL cable from the *Pioneer's* correspon-
dent, dated London, 9th June, says that *The
Times*, writing in favour of the establishment
of an Indian Staff College, declares that identity
of spirit and training between the Quetta and
Camberley Colleges is most important. It is
impossible not to feel anxious about Lord Kit-
chener's division of staff duties, owing to the
difference from the British system. Nothing
could be more disastrous than the introduc-
tion into India of a new organisation, which does
not work in harmony with the new one estab-
lished in England. *The Times* suggests the
adoption here of the Indian divisional forma-
tion, and by India of modified Army Council.

THE following extract from the *Litist*, of
Astrakhan, is printed by some of the St. Peters-
burg newspapers:—Englishmen bring us ill-
luck even when they help us. The *Varyag*
episode is a case in point. As is known, one
of the first to come forward to the help of the
sailors of the *Varyag* was Captain Bayly, of the
Talbot. "What have you decided to do?" he
inquired of Captain Roudneff. "I shall blow
her up," the Russian replied. "Sink her
rather, if it's all the same to you," rejoined the
Englishman, whose ship was lying near the
Varyag and might have been damaged by
such an explosion. Roudneff replied that he
was indifferent so long as his ship did not fall
into the enemy's hands. The rumour is now
current that the Japanese have undertaken the
salvage of the *Varyag*; but if Captain Roud-
neff had followed his first impulse, and had
blown up his ship instead of listening to the
English Captain, such a contingency could not
have arisen.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 2nd at 11.50 a.m. The barometer
has risen in China and in the Philippines and is
stationary over the Pacific.

An area of low pressure remains in the west-
ern part of the China Sea and fresh S.W. mon-
soon will prevail generally over the whole of that
sea.

Gradients are very slight on the China Coast
and light variable winds will be met with in the
Formosa Channel.

Forecast:—Moderate to fresh S.E. winds,
cloudy, rain.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Athenian*) 4th inst.
Canadian (*Empress of Japan*) 4th inst.
German (*Seydlitz*) 5th inst.
Indian (*Lightning*) 6th inst.
German (*Prinz Regent Luitpold*) 5th inst.
American (*Siberia*) 7th inst.
Indian (*Kumsang*) 12th inst.
Australian (*Tainan*) 13th inst.
Canadian (*Tartar*) 19th inst.

The C. P. R. Co.'s s.s. *Empress of India*
left Yokohama for Vancouver, B.C., on 1st inst.

The Apat

TELEGRAMS.

(Reuters.)

The Thibet Expedition.

LONDON, 30th June.
Col. Macdonald began operations on the 28th instant by the capture of a Thibetan fort after severe fighting in which the enemy's losses were heavy. On the British side, Capt. Craster was killed and two officers and five Sepoys wounded.

LATER.

The Russian Baltic Fleet.

The Times Paris correspondent wires it is reported that Russia has applied for permission for the Baltic fleet to coal at French ports en route, to the Far East, and that it is declared this is possible without a breach of neutrality.

The Governor of Hongkong.

Sir Mathew Nathan has started for Hongkong.

The War.

General Kuropatkin wires that the Japanese force which captured the Feng Chiu pass consisted of 27 battalions. He admits that the Russian loss was heavy.

TOLSTOI ON THE WAR.

A recent copy of the *Figaro* contains an account by that paper's special correspondent, M. George Bourdon, of his visit to Tolstoi, and his talk with him about the Russo-Japanese War. Tolstoi has no sympathy with the white race versus yellow race alarmists.

"I do not," he said, "distinguish between races. I am for Humanity itself, not for any special man or men, and, whatever the victor, what has Humanity to gain from this war? The misfortune is that the war shows how men can forget the very idea of duty. Yet duty towards God—in the Universal, if you prefer that term—is above every other duty. The first duty of thinking beings is to abolish war."

Tolstoi emphatically repudiated the suggestion that the victory of the Japanese would be detrimental to civilisation. Up to the present Japan might only have imitated the mistake of the West, but Japan, like every other country, had its process of evolution.

"At present," said Tolstoi, "Japan seems to me very much in the same state of evolution as was Russia under Catherine II. But the evolution of Japan is going on no less than the evolution of Russia and you may depend upon it that the turn of Japan will come."

"True, the Japanese are a yellow race. But what of that? Our knowledge of the yellow races is very imperfect. Does anyone understand the conscience of the yellow man? At all events, the Chinese despise war, and those who make it. Therein at least, they show their superiority over us. I understand, too, that they know how to keep their word. That is a virtue none too common in Europe. And, if they are cruel, are we not? After all, what has our boasted civilisation done? Is there the slightest thought of real civilisation in the work of the colonising races? Was not England's annexation of the Transvaal a step back, not forward? How can one decide a priori if the triumph of any special race is a benefit to humanity?"

It was suggested to Tolstoi that the fact that the destiny of Russia was at stake in the war might have caused him, as a Russian, to modify the ideas he has preached all his life.

"I ask myself," said the Count, "what is my real duty, and I feel that the cause of Humanity is the supreme cause. My conscience convinces me that murder, however effected, however disguised, is execrable; that war is a monstrous scourge. If there were any notion of what is a Christian's duty in the conscience of man, it would be absolutely impossible for them to shoot down their fellows."

The correspondent describes Tolstoi as having spoken with intense emotion and at one moment there were tears in his eyes.

THE LATE CAPTAIN OF THE "HITACHI."

Writing of the British captain who died at his post during the recent attack by the Vladivostok squadron on the Japanese transports, the *Kobe Herald* states that the late Captain J. Campbell, of the unfortunate *Hitachi Maru*, entered the service of the N.V.K. some twelve years ago and at the time of the China war he was only a Second Officer on board a transport. However, he was rapidly promoted to higher positions and about six years ago he was appointed Commander of the N.V.K.'s popular European liner *Hitachi Maru*. Captain Campbell was a genial, kind and open-hearted man and above all, very attentive to his duty. He loved his ship and made it his pleasure to see her clean and in good order. Though especially attentive in making his passengers comfortable and at home, his manner and speech were always free from any superficial or artificial features. A perfect disciplinarian, he was nevertheless held in the highest esteem and respect by his officers and men. He was particularly friendly with his Chief Engineer, Mr. Glass, and the two were often seen walking and dining together in Kobe when the *Hitachi Maru* happened to be in port. He was an avowed pro-Japanese, and it was always a pleasure to visit his ship on November 3rd, (the Emperor's birthday). He was proud of the day for another reason; it was the anniversary of the auspicious occasion on which he proposed to the lady who afterwards became his wife—to whom he was devotedly attached. The lady's picture always occupied an honoured place in the Captain's stateroom. When he left Kobe on transport service along with his old officers and crew, Captain Campbell was in an animated mood, feeling honoured (as he put it) to serve Japan in her great struggle against Russia. His expression at the time will long be remembered by those who saw him off. It was full of spirit, kindness and determination. Now he is no more!

THE WAR.

THE SUNKEN TRANSPORTS.

IN AN INTERVIEW WITH MINISTER TO THE NAVY, Messrs. Kato Masanosuke, Oishi Kumakichi, and Otsu Junichiro, members of the Kensei Honto, interviewed Baron Yamamoto, Minister of the Naval Department, yesterday, says the *Kobe Herald* of 20th ult. They made the following statement:—Both the authorities and the people were pained when news of the disaster to the *Kinshu Maru*, off Gensan, reached this country. We believe that the authorities have been very careful since. But we are again surprised at the news of the disaster to the *Hitachi Maru* and other steamers. It seems to us that the defenceless ships were exposed in the face of the enemy. The people whose sons and brothers are in the service of the Army or Navy can never be free from care. The authorities are requested to reveal their opinion as fully as it is possible concerning the disasters and the steps to be taken in future for the sake of the soldiers.

Baron Yamamoto replied as follows:—From the fact that you mentioned the disaster of the *Kinshu Maru* first, I may gather that your meaning is as follows:—The authorities should have been careful to prevent disasters of the kind from taking place again, having been admonished by past failure. For the disaster this time is certainly due to the carelessness of the authorities. Then let me please say something about the *Kinshu Maru* first. The duty of the *Kinshu Maru* was to supply the fleet with water and coal. Owing to the high sea Kamimura's Squadron left her and some torpedo boats at Gensan port. The troops on duty at Gensan had then to reconnoitre a certain place and asked the *Kinshu Maru* to take the soldiers to the place, thinking it would be easier for them to go by sea than by land. The Navy having complied with the request, the *Kinshu Maru* and the torpedo boat left Gensan port for the place. But owing to the high sea, the torpedo boat parted from the *Kinshu Maru* and took refuge at a certain place. The main squadron was unfortunately prevented by the dense fog from meeting the enemy, and the *Kinshu Maru* was attacked in consequence, some of the crew being taken prisoners by the enemy then. Such being the case, it is not easy to find who is really to blame. Now, then, let me say a little about the blocking operations at Port Arthur. In the beginning of the war, the fighting forces of Japanese and Russian fleets at Port Arthur were nearly equal. So if the enemy had been brave enough to take an offensive attitude we would have sustained more loss. But they took refuge inside the port without taking brave measures against the Japanese and allowed the Japanese to be successful. As to the blocking operations, some people are inclined to censure the authorities, saying that the authorities are desirous of securing fame at the risk of many lives. It may look so to the men ignorant of naval strategy. The mouth of Port Arthur is not broad and the Russian sank two steamers there, after they had prepared blocking timbers here and there. Besides many Japanese ships were sunk there in three operations. So, as reported by Admiral Togo, it is certainly impossible even for large cruisers to pass out or in now. Some gather from the fact that the *Novik* came outside, that the mouth is not completely blocked, but the *Novik* is only a small vessel of below 3,000 tons. Think a moment and you will see that large cruisers can never pass the mouth at present. But of course the month must be watched by our fleet. The chief duty of Kamimura's Squadron is to cut off communication between Port Arthur and Vladivostok, while guarding the straits between Tsushima and Korea and Tsushima and the main land of Japan. If some warships should be taken from either Togo's Fleet or Kamimura's Squadron, their chief duties would not be efficiently discharged, a state of things which we could not bear, as it would be likely to result in a very great disaster to the country. Now, it was on the 15th at about 8 a.m., that the scouting vessel reported to the main squadron that Russian warships had been seen near Okoshima. The main squadron started at once at 9.25 a.m. to meet the enemy and advanced forty miles toward the place mentioned, but nothing of the enemy could be seen. Our squadron is thought to have been about forty miles from the enemy. The squadron could not see the enemy's ships, dense fog having prevailed. Even the vessels of the squadron could not be seen by the enemy's ships, and they had to report their position to one another by wireless telegraph. Unfortunately no report of firing was received then, and the squadron had to go on a course which it was imagined the enemy would follow. Two likely routes were considered and the squadron took one of them. The enemy unfortunately took the other. The enemy, in fact, took a false course as if intending to attack Hakodate, and returned to Vladivostok by a round-about way. It is a matter for the greatest regret that the squadron took the other way. That being the condition, though transports carrying troops, great in number, should always properly be escorted by warships, the authorities were unable to provide a convoy for every transport, lest they should weaken the general strategy. But another such disaster would be too much for any one of us to hear, so the authorities are now very careful to see that due precautions are taken to render the voyage safe. The transportation in the future will not afford cause for anxiety.

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under his command as if they were relatives. When he came to Hiroshima to embark on the transport, he strongly urged that the attention of officers and men under his command should be directed to sanitary matters. He would point out that most of the officers and men had families, and that it was their duty if necessary to die on the field, but it was to be much regretted if they lost their lives by disease or other calamity. On his departure from Ujina, Colonel Suchi told his friends who saw him off that they should wait for news of the good service done by his regiment on the field, and he added smilingly, "we must not meet with such an incident as that of the *Kinshu Maru*." Referring to the last hours of the deceased officer, it is stated that when the *Hitachi* was found to be doomed, the deceased summoned all the officers and gave instructions as to the course to be taken. There were about ten officers on board. A shell came from the Russian ship which killed a dozen men. A Captain killed himself with a bayonet and another Captain shot himself with a revolver. The deceased took the regimental flag, in order to destroy it reverently by fire, but this work was scarcely finished when he was struck in the stomach by the splinter of a shell and killed. By this time about 200 men had jumped overboard, among them a Sergeant who was surmised to be "Stentorian Sergeant." He sang a war song, which is entitled "Uieya Kense" (Chastise and Beat Russia) in a stentorian voice while swimming. What became of this man is not known, but it is supposed he was drowned.—*Kobe Chronicle*.

A SURVIVOR FROM THE "SADO."
Muto Motokichi, a military coolie and the solitary individual who was rescued by the Russians from the *Sado* afterwards being transferred to a Japanese ship and being landed at Aomori, has given an interesting account of his experiences. When the non-combatants on the *Sado* were given forty minutes in which to escape from the ship, there was great confusion on board. Some of the crew and others took to the boats, and those who were unable to escape by this means jumped overboard with lifebelts and pieces of wood. Muto himself jumped into the sea with an air pillow between his teeth, and he was in the water for about an hour before he saw a boat. This was loaded with refugees. Muto called for assistance and swam towards it, but his left leg became cramped before he could reach it, and the people in the boat evidently did not see him, for they rowed away. He had almost given up hope when he found himself near one of the warships, which, perceiving the man in the water, lowered a rope, up which Muto swarmed and so reached the deck of the *Rossia*. An officer gave him some old clothes and showed him to a dark cabin. Here he was supplied with boiled rice, but it smelt badly and the coolie could not eat it. After a time the ship appeared to be moving and Muto guessed it was going in a northerly direction. An elderly officer came and examined his body, after which he left without saying a word.

Muto was kindly treated. On the morning of the 17th June after having been two days on board, the *Rossia* fired a gun, and through the porthole Muto saw a steamer. A boat from the steamer with fourteen men who were not Japanese boarded the *Rossia*. Shortly afterwards a young man, under the escort of a bluejacket, entered the little cabin, and to Muto's surprise the newcomer turned out to be a Japanese, who explained that the steamer (*Allanton*) had been captured off Noto Province while on a voyage to America (?) with a cargo of coal. The young man gave his name as Miyabara Tateki, and position as cook on board the steamer, which had left with the second officer and ten seamen. On the morning of the 18th, the *Rossia* again fired, this time to stop the steamer *Hakomaru*. The master of the vessel, it will be remembered, boarded the warship, and the interesting fact is related that conversation between the master and the Russian officers was carried on by means of the signal code-book. A bluejacket visited the Japanese prisoners, and asked Muto to follow him. The latter took leave to Miyabara with tears in his eyes, thinking he was going to be put into prison, but when he saw the master of the *Hakomaru* the latter said he had been ordered to transfer the coolie to his ship. Muto was delighted at the prospect. The elderly officer who had examined his body gave him three yen in silver, and, dressed in the old Russian uniform which had been supplied to him, he left the warship in company with the master of the *Hakomaru*, which first called at Fukuyama and arrived at Aomori on the 19th June.

ITEMS.

The following items are from the *Sin Wan Pao*—

Chesoo, 25th June.
It is stated by the Japanese merchants here, that a Chinese surname Luk, an old contractor at Chingneiwai, has since the middle of the 4th moon (last month), engaged over forty large bean boats to convey flour, beef, eggs, vegetables and the like from Newchwang to Port Arthur according to the contract entered into between himself and the Russian officials at Port Arthur. It is not known, however, how these provisions were conveyed to Port Arthur, but the Japanese fleet have been on the alert ever since, and probably it will have the effect of preventing the Chinese in question from carrying out his plans.
Three native craft employed to smuggle provisions into Port Arthur returned here this morning, and the following report is taken.
There are still adequate military provisions at Port Arthur, the price of which has been comparatively reduced.
The coal in store can last five or six weeks more.
A few days ago the mines laid at the railway station in Port Arthur exploded, and over ten Russians then on guard duty were killed, and four or five wounded.

The five hundred and more workmen at the Port Arthur dockyards have been enlisted in the army.
Thirteen Chinese prisoners arrived at Ujina on the 25th inst. by the *Kikyo Maru* and

were sent to Matsuyama the next day by the *Tsukuma Maru*. Among them there were one Captain (aged twenty-five) and one Lieutenant (aged thirty). They are said to have been taken prisoners while on duty as scouts.
The *Mainichi* states that the *Manchu Maru* arrived on the 22nd ultimo at 6 p.m. She stopped to have a photograph taken near Geibuchi. She has on board some members of the House of Peers and House of Representatives and Japanese and foreign military officers, and some newspaper correspondents, eighty-three in all. The leading men at Chemulpo gave them a dinner at Yasakoro in the Park and they went up to Seal on the 23rd.

R. A. O. B.

At the regular meeting of members of the King Edward VII. Lodge (No. 970) of the Royal Antediluvian Order of Buffaloes, held in the R.A.O.B. Club, 1, Queen's Road East, the following officers were elected:—
Sitting Primo, Primo Oxberry;
City Secretary, Primo J. J. Blake (quarterly);
City Waiter, Primo A. Radcliff (quarterly);
Ass't. Waiter, Primo H. P. Madar (quarterly);
C. Marshall, Bros. Walston (monthly);
C. Tyler, Bro. Ismail (monthly);
C. Chamberlain, Bro. S. B. Smith (monthly);
C. Constable, Bro. Goldenberg (monthly);
C. Physician, Primo Fernie (monthly);
C. Register, Bro. Rogers (monthly);
C. Minstrel, Bro. MacLean (quarterly);
C. Ald. of Benevolence, Primo J. B. Thompson (monthly);
C. Taster, Bro. Setna (monthly).

The business of the meeting having terminated, a musical programme was carried out those contributing including Bros. Walston, Cooper, Rogers, Goldenberg, MacLean, and Primos Hyett, Goodhall and Oxberry.

A NARROW ESCAPE.

IN WANCHAI.

Reports of damage by the recent rain storms have been received from several quarters, but until yesterday afternoon nothing of any very serious consequence was notified. It was then learned that a collapse had occurred in Han Fung Lane, at Wanchai, in consequence, it is supposed, of the borings of white ants, together with the action of the rain. The building was of two stories, and in the occupation of a Mr. U Lai Woon. About three o'clock a portion of the roof fell in, carrying with it the ceiling and floor of a bedroom, and crashed on to the servants' quarters below. Fortunately no one was on the premises at the time, and after officials of the P.W.D. had been notified of the occurrence and made an inspection of the place, the walls were shored up prior to the clearing away of the debris.

COMMERCIAL.

Shanghai advices, dated the 27th ult., state:—Business reported:—Indo-Chinas at Tls. 85 for August, Tls. 85 1/2 for September, and Tls. 85 for October. Farnham Boyds at Tls. 157 for June, Tls. 158 1/2 for July, and Tls. 161 for September. Sumatras at Tls. 62 1/2 Maatschappij at Tls. 297 1/2 for June, Tls. 300 for July, and Tls. 301 3/8 for September. Astor 8 per cent. Debentures at Tls. 102.

Business done direct:—Shanghai and Hongkong Wharfs at Tls. 150 for October. Indo-Chinas at Tls. 86 cash, Tls. 87 for July, Tls. 86 for October, and Tls. 86 for November. Farnham Boyds at Tls. 156 1/2 for June. Shanghai Lands at Tls. 115. Maatschappij at Tls. 300 2/3 cash, Tls. 309 for September, and Tls. 312 1/2 for October.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts in their report of yesterday's date, state:—
The market continues firm and there has been a general tendency during the week to buy the leading stocks and prices in some cases have hardened.

The Hongkong Electric Company, Limited, has advertised its fifteenth ordinary yearly meeting of shareholders for the 16th July. The transfer books will be closed from the 2nd to 16th instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks have ruled steady and have again been dealt in at \$660. The London quotation has advanced to £67 10/-, Nationals are still in demand at \$38.

Marine Insurances.—Unions are unchanged at \$545. China Traders have found buyers at \$64 and further transactions are reported in North Chinas at Tls. 62 1/2. Yangtzes and Cantons are quiet at quotations.

Fire Insurances.—Hongkong Fires continue firm at \$310 and China Fires are in request at \$87.

Shipping.—Hongkong, Canton and Macao Steamboats have weakened and are offering at \$203. Indo-Chinas have been placed at \$118 and \$117 and close steady at the latter rate. The report and statement of accounts for year 1903 are to hand, from which we take the following:—"The keen competition experienced throughout the year has, as in the preceding year, adversely affected the earnings of the fleet, and other circumstances, such as the strained condition of political affairs and extreme financial pressure, amongst the Chinese commercial community have tended to restrict business and to limit the movement of merchandise. Freight consequently ruled low, resulting in a smaller revenue than for some years. The Board have satisfaction in reporting that again the company has been fortunate in escaping any serious casualty, and that the underwriting account has resulted in a substantial gain. With a view to limiting the risk, chiefly upon the larger steamers, cover has been provided, by which, in the event of a total loss, the claims upon the account would be materially reduced. The Board have, therefore, felt justified in transferring £65,291 7/2 to the revenue of the year, leaving the underwriting account with a credit balance of £2

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"YANGTSE"	On 5th July.
*GENOA, MARSEILLES & L'POOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	On 22nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	On 16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 14th July.
S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th inst.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th June, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTOW"	5th July.
SHANGHAI	"CHANGCHOW"	6th "
MANILA	"YAN"	7th "
SWATOW, CHEFOO and TIENTSIN	"WOOSUNG"	7th "
AMOI and SHANGHAI	"CHANG"	8th "
SHANGHAI	"PAKHOI"	8th "
YOKOHAMA AND KOBE	"TAIYUAN"	13th "
	"TSINAN"	18th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd July, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th July, at 10 A.M.
PERLA	1980	A. H. Nottley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 2nd July, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,193	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE: (Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"

Captain E. T. Page, of 7,000 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is fitted throughout with electricity, hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class, \$3.00 for Single Journey.
2nd " 1.50
Meals, 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 214, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.
The S.S. "CHARLES HARDOUN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.
The Saloon is under European Supervision.

First Class European	\$8.00
Second Class European	5.00
First Class Chinese	1.50
Second Class Chinese	.80
Deck	30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"RICHMOND CASTLE" 5th July.
"ST. FILLANS" 10th "
"LOWTHER CASTLE" 31st "
For Freight and further Information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 25th June, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"
6,374 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the
S.S. "BORNEO,"
4,373 tons, about 18th August.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1904.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,
VIA MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.

THE Company's Steamship
"YAWATA MARU,"

will be despatched as above, on FRIDAY, the 25th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 25th June, 1904.

HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-

WARNINGS are exhibited on the above boards daily about 11 A.M., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIOG,

Acting Director,
Hongkong Observatory, 12th January, 1904.HONGKONG AVERAGE MARKET
PRICES.

Corrected 1st July, 1904, cts. per \$ Max.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chong

Bullock's Brains—Know per set

" Tongue fresh—Ngau Li each

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Triple (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-keok per set

Mutton Chop—Yeung Pai Kw

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chilliings—Chi cheong

" Brains—Chi Know per set

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

Pork Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

Sheeps' Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sip Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngoi

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Hoihow—Hoihow Pak Kup

Quail—Um Chun

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung

" Hen—Na

Wild Ducks, Shanghai, Sulap

Teal, Shanghai, Sulap

Wild Ducks Canton—Sang Shing Sui

" Apea

Barbe—Ka Yu

Bream—Bin Yu

Canton Fresh Water—Hoi Sin Yu

Carp—Lien

Catfish—Chik

Codfish—Mun

Crabs—Hai

Cuttle Fish—Muk

Dace—Wang Yu

Dace—Wong Mei Luo

Dog Fish—Tit Tu Sa

Eels, Congor—Hoi Man Yu

" Fresh water—Tam Sui Yu

" Yellow—Wong Sin

Frogs—Tien Kai

Garoupa—Sek Fan

Gudgeon—Pak Kup Yu

Herrings—Tao Pak

Halibut—Cheung Kwan Yu

Labrus—Wong Fa Yu

Loach—Wu Yu

Lobster—Lung Ha

Mackerel—Gai Yu

Milk Fish—Mon Yu

Mullet—Chai Yu

Oyster—Sang Hoi

Parrotfish—Kai Kung Yu

Perch—Tan Leo

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUETOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 P.M., the Company's Steamship
"YARRA," Captain H. Seller, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 11th July, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th June, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
Straits, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN."

Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 10th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Mongolia, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, etc., will be
conveyed from Bombay by the R.M.S. Persia
due in London on the 20th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	July 9
Shawmut	9,606	W. M. Smith	Sept. 1
Trenton	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Trenton	9,606	T. W. Garlick	...

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut	9,606	W. M. Smith	Ab. Aug. 12
Trenton	9,606	T. W. Garlick	Sept. 10

CLEAR FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Trenton
have just been fitted with very superior ac-
commodation for first and second class passengers.
The large size of these vessels ensures stead-
iness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 1st July, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. Mongolia, Palermo
and Orizaba.

From Australia, ex S.S. India.
From Calcutta, ex S.S. Palmi.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

From Alleppey, ex S.S. Nairing.
Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.

Goods not cleared by the 6th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 30th June, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"SOCOTRA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:-
From London, &c., ex S.S. Caledonia.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 4th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th June, 1904.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
S.S. Dordogne, and from Havre ex S.S.
Dordogne, in connection with above Steamer,
are hereby informed that their Goods,
with the exception of Opium, Treasure and Val-
uables are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after TUESDAY, the 5th July, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 5th July, or they will not be recognised.

All damaged packages will be examined on
TUESDAY, the 5th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th June, 1904.

Sanitas
Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a stronger
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the safest and most convenient means
of sulphur fumigation. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.

BETHNAL GREEN,
LONDON, E.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$500,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81=\$22.994 for half-year ending 31.12.1903	6 1/2 %	\$660 sales
National Bank of China, Limited. Do. (Founders)	4,453,750	£10 £1	£8 £1	\$500,000 \$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	5 1/2 %	London 6 1/2 % \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$906,872 \$900,000 \$151,922 \$331,312 \$122,138	\$1,959,926	\$32 for 1902	5 1/2 %	\$545
China Traders' Insurance Company, Limited	21,000	\$83.33	\$25	\$1,750,000 \$569,143 \$784,445 \$906,872 \$900,000 \$151,922 \$331,312 \$122,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$64 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 62 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	7 %	\$212
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000 \$125,675 \$5,501	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675 \$5,501	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$29 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$118
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,855	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$37,794 \$15,093	\$1,287	{ \$1.80 & b. 40 cts. \$0.90 & b. 20 cts. } for year ending 30.4.04	4 1/2 %	\$23 1/2 buyers \$24 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,775 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 Tls. 98,000 Tls. 20,614	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 20,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited. Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of Tls. 1 1/2 making Tls. 3 1/2 Tls. 1 1/2 making Tls. 3 1/2	9 1/2 % 7 1/2 %	Tls. 47 1/2 sellers Tls. 46 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$183 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. Tls. 1,456	\$3 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,852	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$500 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18/10 £4,873	Dr. £7,236	No. 12 of 1/-	...	\$7 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second half year 1903 Int. of Tls. 5 for half year ending 31.10.03 \$6 for 2nd half year 1903 \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 % 4 1/2 % 6 1/2 % 6 %	\$216 Tls. 158 buyers \$255 \$200 buyers \$110 \$210 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	\$7 dividend	...	\$112 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$10 div. and \$2 1/2 bonus	...	\$112 buyers
Riley Hargreaves & Co., Limited. Do. (Preference)	6,000 2,750	\$100 \$100	\$100 \$100	\$150,000 \$14,000 \$50,089 \$50,000	\$49,936 \$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	...	\$112 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000 \$50,089 \$50,000	\$29,926	Final of \$2 1/2 making \$5 for 1903	...	\$112 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000 \$28,710 Tls. 50,913	\$28,015	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 74 1/2
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	\$1 1/2 for 1903	4 1/2 %	\$30 sellers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489			
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,666	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 1 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 %	Tls. 115 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$57 buyers
Wei-hai-wei Land and Building Company, Limited	3,768	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3 20 for 1903	5 1/2 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	...	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 122,500	Tls. 16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 13 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,998	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897	...	Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COs.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 62 1/2 sales
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$125 for year ending 30.6.1900	...	\$200
Philippine Company, Limited	67,500	\$10	\$10			First year	...	\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2 buyers
Watkins, Limited	70,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$5,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$66,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	{ 90 cents } 45 cents for year ending 30.4.1903	6 1/2 %	\$14 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,855 Tls. 100,000	£7,387	{ Div. and 2/- bonus for 1902 Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/2 for 1903	5 1/2 % 7 1/2 %	\$8 buyers \$160 buyers
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	Tls. 108,172 Tls. 10,000	Tls. 7,548	{ Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/2 for 1903 Final of Tls. 4 making Tls. 8 for 1903/4 Tls. 2 for half year	7 1/2 % 8 % 6 %	Tls. 112 1/2 buyers Tls. 135 Tls. 130 sellers
Shanghai Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 11,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	...	Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 130 sellers
Hall & Holtz, Limited	21,000	\$20	\$10	\$186,000	\$13,104	Final of \$4 making \$3 1/2 for 1903	12 %	\$29 1/2 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$12 making \$12 for year end. 29.2.04	9 1/2 %	\$125 sales
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$120
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$225
Straits Ice Company, Limited	2,000	\$100	\$100	\$44,000	\$4,783	\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,783	\$20 for year ending 30.11.1903	7 1/2 %	\$280 buyers
Dairy Farm Company, Limited	100,000	\$7 1/2	\$6	\$30,000	\$3,029	\$14 for year ending 31.7.1903	7 %	\$18 buyers
Campbell, Moore & Co., Limited	1,700	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$37
Bell's Asbestos Eastern Agency, Limited	1,200	£10	£10	none	£100	None	...	\$5 sellers
United Asbestos Oriental Agency, Limited Do. (Founders)	9,900 100	\$10 \$10	\$4 \$10	\$14,000	\$119	{ 90 cents } \$39.70 for year ended 31.3.1903	8 1/2 % 14 1/2 %	\$10 1/2 buyers \$120 buyers
Tobacco Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,470	None	...	\$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$17 1/2 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$3,739	None	...	\$8 sales
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$10 1/2 buyers
Maatschappij tot Mijn. Bosch- en Landbouwex- ploitatie in Langkat	25,000	Gs. 100	Gs. 100	{ Tls. 374,660 Tls. 1,143 }	Tls. 27,187	{ First quarterly of Tls. 10, paid 15.3.04 Second do. Tls. 10, " 15.6.04 }	13 1/2 %	Tls. 295 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,242	Tls. 5 for 1903	7 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1901	9 %	Tls. 125 sales
Central Stores, Limited	500	\$15	\$12	\$10,000	\$1,253	Final of \$20 making \$2.70 for 1903	12 %	\$23 sales
Do. (Founders)	133	\$15	\$12	\$10,000	\$1,253	None	...	\$100 sales
E. L. Mondon, Limited	24,000	\$15	\$12	\$10,000	\$1,253	First year	...	\$71 sales
China Flour Mill Co., Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
Katz Brothers, Limited	10,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
Straits Trading Company	250,000	\$10	\$10	\$650,000	\$83,403	\$13 for 1903	9 1/2 %	\$135 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	{ \$1 div. and 25 cents bonus for half year ended 30.6.1903	8 %	\$199 sellers
Maynard and Company, Ltd.	3,400	\$10	\$10	none	\$803	\$5 dividend & \$4 bonus for 1903	8 %	\$27
Shanghai & Hongkong Dry Storage Co., Ltd.	1,000	\$50	\$50	none	...	\$12 for year ended 31.10.1903	8 %	\$50
South China Morning Post	1,000	\$25	\$25	First year	...	\$25